

A CHANGE FOR THE SEABEES...GOOD OR BAD?

By CM3 (SCW) Jacob K. Thompson

Change, is it good or bad? For Seabees change doesn't occur very often. The last significant change was the switch from Seabee green uniforms to combat utility uniforms back in the mid 90's. You may ask; why is that a significant change? The Seabees have been wearing the "Seabee greens" since our creation in 1942.

In the history of the Seabees, NMCB ONE has always had high construction, military readiness, combat support, and training standards. As we move further into a more "paperless" and highly technological generation, we are the first Seabee Battalion to implement a new maintenance management system referred to as the Material Maintenance Management System or 3M. This 3M program is quite a change from our past maintenance program. ERO's, 1250 forms, and history jackets are exactly that, history. The old computer program, Moss, was replaced with a combination of two programs, SKED and Micro Snap/ OMMS (Organized Maintenance Management System). These new programs are the heart and soul of the 3M system. SKED generates weekly, quarterly and cycle schedules for planning preventive maintenance, and produces reports for tracking performance. The PMS Performance report is one such report. It identifies all scheduled maintenance and shows the percentage of accomplished maintenance in a defined period. Another report is the 13 Week Log. The 13-Week Log is a little hard to understand. It is turned in at the end of the week and shows which mechanic performed a particular maintenance action on a specific piece of equipment.

Anyone that has anything to do with ordering parts is familiar with the Micro-Snap program. With the Seabee's change to 3M, Micro Snap has been upgraded to keep it compatible and functional, and the OMMS subsystem has been added. With the old system, if a part was needed, completion of a NAVSUP 1250-1 was required, which included the proper national stock number (NSN) and equipment information. The 1250-1 was then turned into Supply, the part was received or ordered, and the maintenance could be completed or deferred. With 3M, the process is more streamlined. After inputting the necessary information into Micro Snap/ OMMS as a maintenance action (2-Kilo), the parts requirement is then created; the requirement is then sent electronically to the Departmental 3M-Assistant and Department Head for approval. If approved, it is automatically forwarded to Supply for tech edits and availability. The system then sends the order information back to whom-ever originated the request to inform them of the approval or denial. If the request for parts is approved, the work center then waits on Supply to issue the part.

“3M will help in the long run. It will get us the parts we need to keep equipment from going on deadline,” stated CM2 Gary Hankins, the Heavy Shop 3M Work Center Supervisor. “It will help us keep track of ordered parts and help our Supply Department get the parts we need.”

The 3M Program is designed to effectively manage overall corrective and preventive maintenance time and costs by being able to schedule maintenance actions throughout a given month, quarter, and annual cycle.

Even with its advantages, changing to 3M has also presented some pain. “It was never this hard to check out a vehicle before. Now we have to follow Maintenance Requirement Cards (MRC) to start up trucks, a job that took on the average 15 minutes to perform now takes 45 minutes to an hour,” EOCN Spencer said. “It’s a real drag.”

From the mechanics point of view, this may take longer but the check is more thorough. With the step-by-step instructions, anyone can perform a proper pre-operational check. For a mechanic, this is a dream come true. While change often hurts in the beginning, when fully implemented across the NCF, 3M will bring incredible visibility to true maintenance costs for all the NCF’s TOA. Without a doubt, NMCB ONE’s efforts leading the way will result in success for all battalions in the near future.